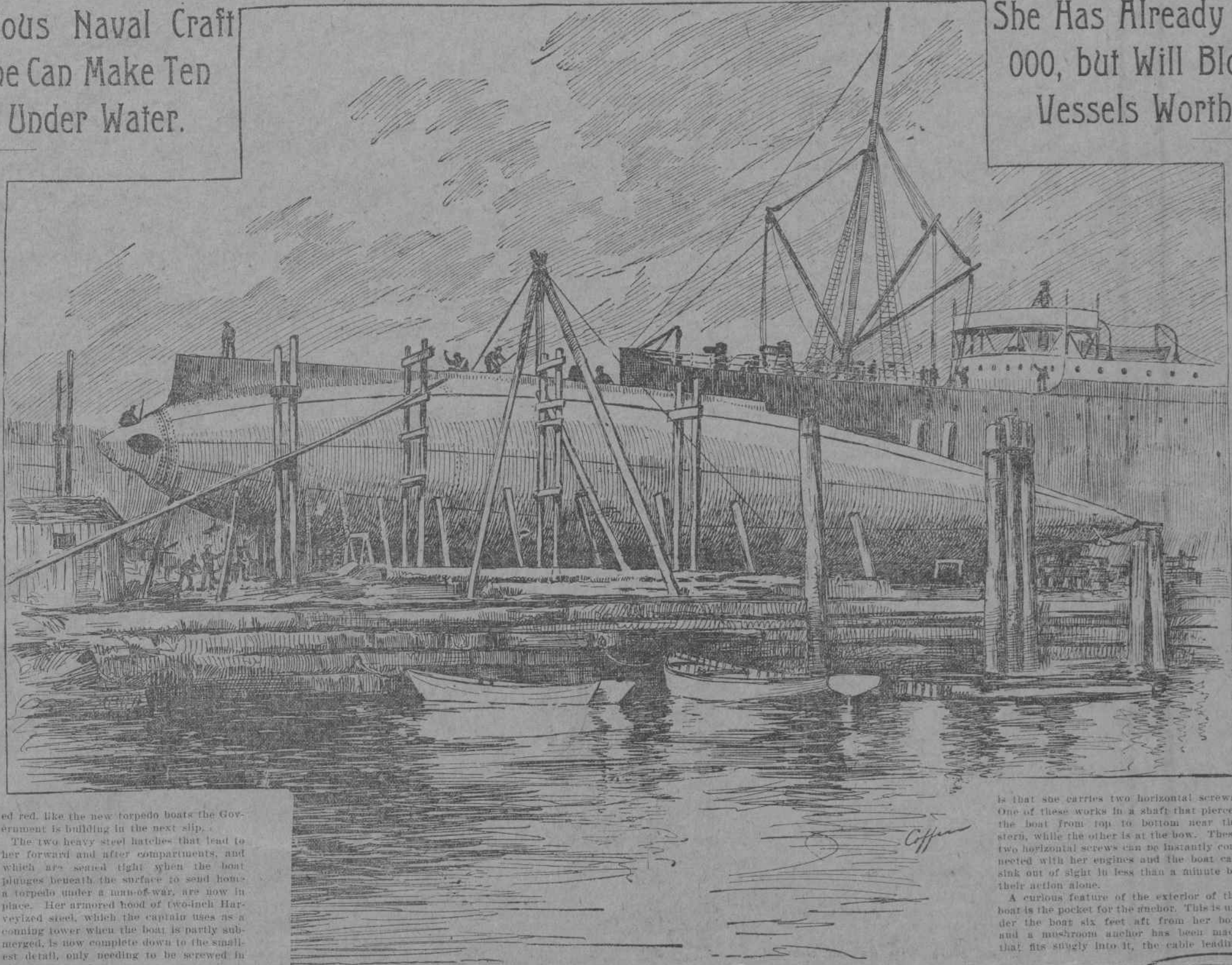


RUSHING UNCLE SAM'S SUBMARINE TERROR, ALMOST READY TO LAUNCH

The First Authentic Picture and Description of Her---Secured in the Shipyard at Baltimore for the Sunday Journal.

The Most Mysterious Naval Craft Ever Built, and She Can Make Ten Miles an Hour Under Water.

She Has Already Cost Over \$200,000, but Will Blow Up Giant War Vessels Worth Many Millions.



up to the top through a well and over a sheave aft. This will enable the craft to go to the bottom of the sea and anchor there.

The motors and storage batteries now in place will give seventy horse power for six hours, and the boat will have a radius of action of sixty miles when totally submerged. Under the water she can make six knots an hour for ten hours, but on a pinch this speed can be raised to ten knots for a short distance.

The inventor claims that the boat can easily run forty miles beneath the sea without inconvenience to the crew. A large quantity of compressed air will always be carried in the boat when she is running on the surface.

The captain of this remarkable craft takes his place over the boiler with his head in the armored conning tower. From this position he can see through glass-covered slits and holes, and by means of a compass can get the exact bearing of a battleship he means to attack in less than a minute.

As soon as the smokestack is pulled in, telescoping on itself, the opening is covered by a water tight hatch and the boat is ready to sink to any desired level. This she can do either by means of her horizontal screws, by taking water into her tanks through the sea cocks, or by plunging downward beneath the surface, retaining her forward motion. From this point on it is all submarine work.

Through heavy plate glass panes, the light can be seen on the surface of the sea, and one of the crew will watch this until she passes under the shadow of the man-of-war. The presence of the latter will at the same time be disclosed by a magnetic needle.

At this moment the speed of the electric motors is reduced, one of the crew carefully admits water into the after tank to sink her stern, the bow of the submarine points directly upward at the bottom of the man-of-war, and when the proper moment comes the captain gives the order to fire a torpedo. Forward in the torpedo compartment the ringing of a bell gives the signal for this final act.

The officer on duty there pulls open the valve that shoots the torpedo with its deadly load of dynamite at the battleship. At the same instant the engines are reversed and the submarine boat quickly backs away as the Whitehead torpedo goes home on its work of destruction. In this way a \$200,000 submarine boat can sink \$5,000,000 worth of man-of-war.

is that she carries two horizontal screws. One of these works in a shaft that pierces the boat from top to bottom near the stern, while the other is at the bow. These two horizontal screws can be instantly connected with her engines and the boat can sink out of sight in less than a minute by their action alone.

A curious feature of the exterior of the boat is the pocket for the anchor. This is under the boat six feet aft from her bow and a mushroom anchor has been made that fits snugly into it, the cable leading

The submarine boat which the United States Government has with great secrecy been building at Baltimore, was last week visited by a representative of the Journal. He was the first newspaper man who had ever been aboard the boat, although she has been in course of construction for over a year.

This mysterious craft, upon which the eyes of naval constructors the world over are now fastened, is just ready to be launched. Only a few finishing touches are needed to complete her, and she will plunge into the Patuxent River within the next few days.

Naval men are so assured she will be a success that a similar boat has been ordered, presumably for the Cuban Junta, and is now being hurriedly built in the yard of Lewis Nixon, at Elizabethport. This boat will not be ready for several months, whereas the United States Government's boat at Baltimore is almost ready for her trial trip.

The Government is making every effort to finish this boat in a hurry, as if in anticipation of trouble with Spain, when she could be employed to destroy Spanish men-of-war that might blockade our ports. Twenty men were laboring under Foreman Corcoran in her last Monday, and in the shops as many more were finishing parts of her machinery. Shuttling pulleys, electric light wires and gear wheels were being lifted into her, the holes were being drilled to fasten down her armored hood, which will be put on last of all, and the workmen were eagerly discussing her trial trip, which will take place immediately after she is launched.

She has cost up to the present time over \$200,000, and is the most complete and thoroughly equipped submarine boat ever built.

Nobody has been allowed to come near the boat with a camera, and so careful has the Government been to keep her construction a secret that even her inventor J. P. Holland has no picture of the boat. The first photograph ever taken of this mysterious craft was made for the Journal last Monday from the water.

She lies stern on to the Patuxent River in the yard of the Columbian Iron Works, and not three feet from the water's edge. She still lies on her cradle, and at a distance looks like an enormous cigar. She is painted



ed red, like the new torpedo boats the Government is building in the next slip.

The two heavy steel hatches that lead to her forward and after compartments, and which are sealed tight when the boat plunges beneath the surface to send home a torpedo under a man-of-war, are now in place. Her armored hood of two-inch Harveyized steel, which the captain uses as a conning tower when the boat is partly submerged, is now complete down to the smallest detail, only needing to be screwed in place.

The smokestack, which folds like a tele-

scope and can be drawn into the boat, its place being covered over in less than a minute, making her ready to plunge, is finished and lying in one of the sheds. The two explosion tubes, where Whitehead torpedoes of the largest size are carried for explosion under a hostile man-of-war, are plainly visible from the front.

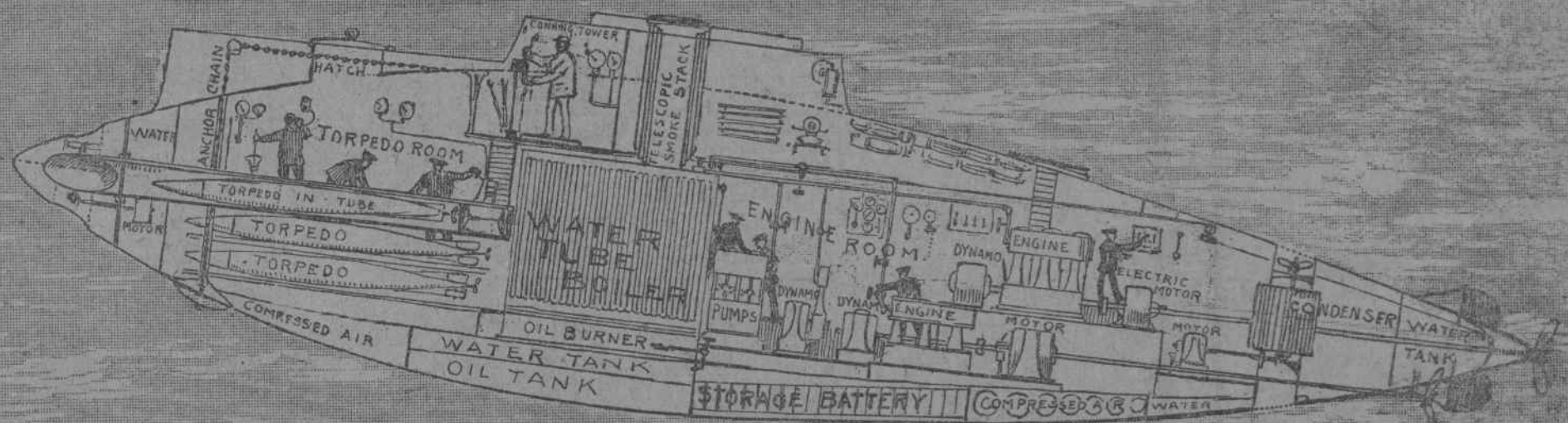
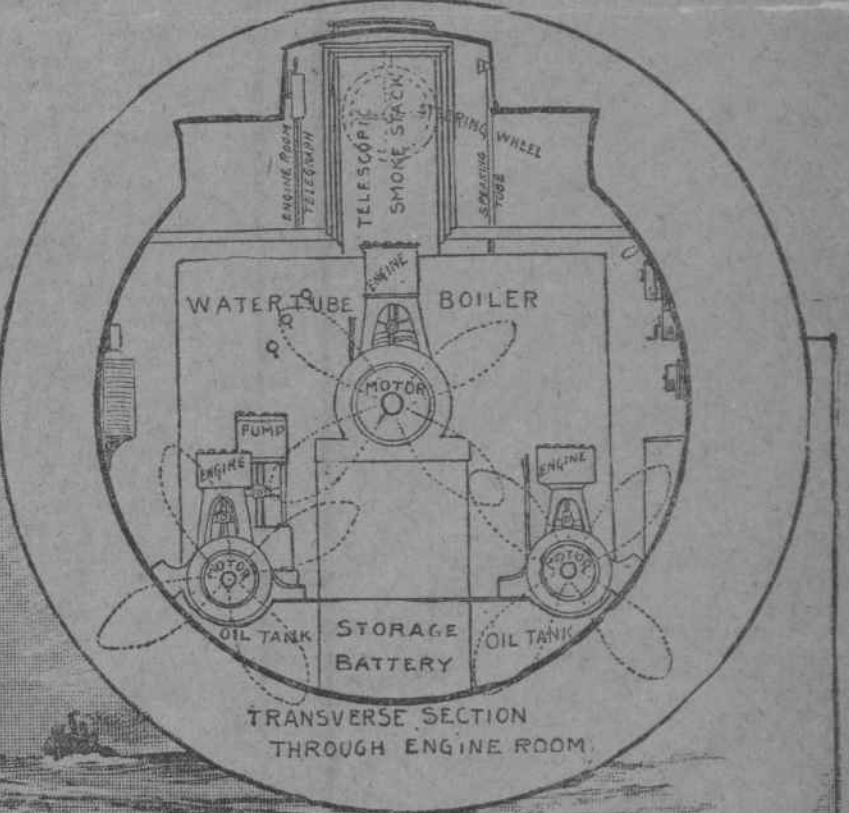
These tubes run aft along the axis of the boat and fill up a large part of the forward compartment. The tubes can be opened from the inside when the boat is running twenty or thirty feet below the surface of the water. She can carry three additional torpedoes, making a total of five big Whiteheads, sufficient to destroy the five largest warships afloat.

Conspicuous on the sides of the boat as she lay last week on her cradle, were the big sea cocks that open into her interior water compartments. There are three sea cocks on either side of the boat.

By means of these the sea water can be let into her when the time to submerge has arrived and she rapidly sinks under the surface, where the fire of the heaviest guns cannot damage her. When her commander wishes to come to the surface the water is either pumped out from her tanks through these sea cocks or it is forced out by connecting the tanks with the compressed air reservoirs.

Another remarkable feature of this boat

FROM A PHOTOGRAPH MADE LAST WEEK AT BALTIMORE FOR THE SUNDAY JOURNAL.



The Crew of Our New Naval Monster Ready to Launch a Torpedo at the Bottom of a Hostile Battleship.